

WORLD MARITIME UNIVERSITY

QUALITY SHIPPING

SEPTEMBER 27, 1999

INTRO

GOOD AFTERNOON LADIES AND GENTLEMEN, IT IS A PLEASURE AND AN HONOR FOR ME TO BE WITH YOU TODAY AS A SPEAKER. MY THANKS TO PROFESSOR KARL LAUBSTEIN AND THE WORLD MARITIME UNIVERSITY FOR THE OPPORTUNITY. I CAN THINK OF NO BETTER WAY TO SPEND WORLD MARITIME DAY THAN AT THE WORLD MARITIME UNIVERSITY.

THIS IS MY FIRST VISIT TO THE WMU. AS A REPRESENTATIVE OF THE U.S. ADMINISTRATION FOR MARITIME SAFETY AND MARINE ENVIRONMENTAL PROTECTION, AND HEAD OF THE U.S. DELEGATION TO IMO'S MSC AND MEPC, I AM PLEASED TO BE ABLE TO SEE FIRST HAND WHAT IS HAPPENING HERE TO PREPARE PEOPLE LIKE YOURSELVES FOR GREATER CHALLENGES AND RESPONSIBILITIES IN MARITIME AFFAIRS WORLDWIDE.

I BELIEVE THE MOST IMPORTANT COMPONENT OF CURRENT AND FUTURE EFFORTS FOR SAFER SEAS AND CLEANER SEAS IS THE HUMAN ELEMENT. ALL OF YOU REPRESENT A SIGNIFICANT INVESTMENT IN THE HUMAN ELEMENT AND THE FUTURE. WE'RE IN THE MIDST OF AN ONGOING SERIES OF INTERNATIONAL "QUALITY" SHIPPING SEMINARS INVOLVING GOVERNMENT AND INDUSTRY, THE LAST HAVING OCCURRED IN AMSTERDAM, AND THE NEXT IN SINGAPORE. SO I THOUGHT IT WOULD BE RELEVANT TO ADDRESS THE ISSUE OF QUALITY SHIPPING WITH YOU.

### QUALITY

THE WORD "QUALITY" IS BECOMING VERY COMMON IN TODAY'S WORLD IN DESCRIBING WHAT SHIPPING SHOULD BE. EVERYONE TALKS ABOUT "QUALITY" SHIPPING BUT WHAT ARE WE DOING TO MAKE IT A REALITY?

WELL, THERE ARE MANY ACTIVITIES UNDERWAY WORLDWIDE TO ADDRESS QUALITY. GROUPS LIKE BIMCO AND INTERTANKO HAVE DONE A GREAT DEAL. A PRIME EXAMPLE BEING THEIR STRONG AND PROACTIVE SUPPORT OF ISM CODE IMPLEMENTATION AND THE BIMCO MEMBERSHIP MEETING IN LISBON IN MAY WITH THE OPENING PLENARY SESSION DEALING WITH QUALITY SHIPPING. IN JUNE, THE MARE FORUM CONVENED IN AMSTERDAM TO DISCUSS QUALITY AND SEVERAL WORKING GROUPS WILL CONDUCT FOLLOW-ON ACTIVITY. I WAS ACCOMPANIED BY TWO MEMBERS OF THE

U.S. CONGRESS – CHAIRMAN WAYNE GILCHREST OF THE CG & MARINE TRANSPORTATION SUBCOMMITTEE AND PETER DEFAZIO, THE RANKING MEMBER. AS I MENTIONED, IN SINGAPORE IN MARCH, THE NEXT SESSION IS PLANNED AND THEN ANOTHER SESSION IN AUSTRALIA IN 2001.

IMO HAS, AND IS, WORKING AGGRESSIVELY ALONG WITH FLAG AND PORT STATES AND VARIOUS INTERNATIONAL PORT STATE MOU'S TO MOVE THE CONCEPT OF QUALITY SHIPPING FORWARD AND CREATE A GREATER REALITY.

WHY IS QUALITY IMPORTANT? CONSIDER SOME TRENDS: WORLD MARITIME TRADE INCREASE BY 2 OR 3 TIMES; FASTER, LARGER CARGOSHIPS; PASSENGER VESSELS WITH INCREASED CAPACITY; TECHNOLOGY INCREASE SUCH AS HIGH SPEED CRAFT; LESS TOLERANCE BY THE PUBLIC FOR LOSS OF LIFE AND ENVIRONMENTAL DEGRADATION.

WELL, HOW ARE THINGS GOING? WHAT HAS BEEN OUR COLLECTIVE PROGRESS? WHERE ARE THE GAPS? WHAT NEEDS TO BE EMPHASIZED NOW? WHAT ARE OUR "BEST INVESTMENTS" TO MAKE IMPROVEMENTS IN SHIPPING QUALITY?

TO ADDRESS THOSE QUESTIONS I WILL GIVE YOU A U.S.

PERSPECTIVE ON WHAT WE EXPECT OF U.S. OWNERS AND INTERNATIONAL SHIPPING CALLING IN U.S. PORTS, WHAT WE SEE HAPPENING TODAY, AND WHAT WE SEE AS IMPORTANT STEPS FOR THE FUTURE. TO START WITH YOU MUST REALIZE THAT 95% OF U.S. INTERNATIONAL TRADE RELIES ON MARITIME TRANSPORTATION.

WHAT DO WE EXPECT OF VESSELS THAT CALL IN THE U.S.? VERY SIMPLY – FULL COMPLIANCE WITH INTERNATIONAL CONVENTIONS AND SPECIFIC U.S. REQUIREMENTS FOR NAVIGATION SAFETY AND MARINE ENVIRONMENTAL PROTECTION.

WHAT ARE WE IN THE U.S. SEEING AND EXPERIENCING? OUR PORT STATE CONTROL EXPERIENCE AND OUR EXPERIENCE AT IMO AND WITH OUR PARTNERSHIP IS A WINDOW ON WHAT IS HAPPENING.

### PORT STATE CONTROL

PORT STATE CONTROL IS VERY IMPORTANT TO THE U.S. SINCE IN INTERNATIONAL TRADE, NON-U.S. FLAG VESSELS CALL IN U.S. PORTS AT A RATIO OF 14 TO 1 U.S. FLAG. OUR EFFORTS IN PORT STATE CONTROL IN THE U.S. HAVE SHOWN SHORT TERM SUCCESSES WHICH WE HOPE WILL BECOME LONG TERM TRENDS. FOR EXAMPLE:

- IN 1996, 34% OF THOSE VESSELS DETAINED IN 1995 DID NOT RETURN, AND OF THOSE THAT DID RETURN ONLY 10% WERE DETAINED AGAIN.
- AND IN 1998, WE HAD 373 DETENTIONS, A 32% DECLINE IN OVERALL DETENTIONS FROM 1997 FIGURES AND THE FIRST TIME SINCE 1994 THAT IT FELL BELOW 400. 1999 FIGURES SHOW MORE IMPROVEMENT IN SPITE OF ISM AND STCW IMPLEMENTATION, WHICH WE THOUGHT WOULD CAUSE AN INCREASE.
- IN 1995, 35% OF VESSEL DETENTIONS WERE ATTRIBUTABLE TO CLASSIFICATION DEFICIENCIES. IN 1997, THAT FIGURE DROPPED TO 23%.
- OUR PORT STATE CONTROL PROGRAM IS TARGETED BY A MATRIX APPROACH TOWARD HIGHER RISK VESSELS WHERE WE FOCUS OUR WORK. WE'RE EXPLORING OPPORTUNITIES TO FURTHER REDUCE THE AMOUNT OF TIME WE SPEND ON LOWER RISK, HIGHER QUALITY VESSELS – CREATING REWARDS FOR QUALITY AS WELL AS PENALTIES FOR VESSELS NOT MEETING THE MINIMUM STANDARDS.

### ISM/STCW

ISM AND STCW 95 ARE TWO ENORMOUSLY SIGNIFICANT EFFORTS TOWARD QUALITY MANAGEMENT AND QUALITY MARINERS – TWO THINGS ESSENTIAL FOR QUALITY SHIPPING.

WE HAVE ONLY JUST BEGUN WITH ISM AND STCW BUT I BELIEVE WE ARE EXPERIENCING A GOOD BEGINNING. ISM COMPLIANCE AND ENFORCEMENT HAVE BECOME A MEANS TO IMPROVE SAFETY MANAGEMENT TO REACH THE ROOT OF DEFICIENCIES IN SOLAS AND MARPOL, THEN MANAGEMENT - OR LACK THEREOF - OF SAFETY IN OPERATIONS.

BEFORE ISM, DEFICIENCIES IN SOLAS AND MARPOL WERE SIMPLY CORRECTED AND VESSELS ALLOWED TO PROCEED. NOW, WE DIG INTO THE MANAGEMENT PROCESSES OR SYSTEM DEFICIENCIES THAT ALLOWED MATERIAL DEFICIENCIES TO OCCUR, AND WE ENSURE THAT THOSE ROOT CAUSES ARE CORRECTED, SO THAT MATERIAL DEFICIENCIES ARE LESS LIKELY TO OCCUR.

WE HAVE NOT YET HAD TO TURN ANY SHIP AWAY FROM THE UNITED STATES BECAUSE OF NOT BEING IN COMPLIANCE WITH THE ISM CODE, AND DETENTIONS, SO FAR, HAVE BEEN LOW IN NUMBERS ON THE ORDER OF 15 FOR ISM VIOLATIONS, OF WHICH 4 VESSELS WERE ORDERED OUT OF PORT. IN ADDITION, ALL U.S. FLAG SHIPS ARE CERTIFIED THAT REQUIRED CERTIFICATION.

I UNDERSTAND THAT OTHER PORT STATES IN THE TOKYO MOU AND PARIS MOU COUNTRIES, WITH STRONG PORT STATE CONTROL POSITIONS ON ISM, HAVE HAD SIMILAR EXPERIENCES.

TWO OF THE KEY REASONS FOR THE GOOD RESULTS HAVE BEEN THE EXTENSIVE WORLDWIDE EDUCATIONAL CAMPAIGN BY IMO AND MANY PORT AND FLAG STATES AND LEADERSHIP SHOWN BY INDUSTRY SUCH AS BIMCO, INTERTANKO, API, AND OTHERS IN PROMOTING AND PREPARING FOR ISM IMPLEMENTATION AND COMPLYING WITH IT.

I MENTIONED EARLIER THAT PEOPLE – THE HUMAN ELEMENT – ARE A KEY FACTOR IN IMPROVING QUALITY OF SHIPPING. ONE OF THE STRATEGIES THAT THE U.S. COAST GUARD IS USING TO SHIFT OPERATORS FROM REACTIVE EFFORTS TO MORE PROACTIVE AND DYNAMIC EFFORTS IS OUR HUMAN ELEMENT BASED “PREVENTION THROUGH PEOPLE” (PTP) EFFORT. THE PTP VISION STATEMENT CONTINUES TO BE: “TO ACHIEVE THE WORLD’S SAFEST, MOST COST-EFFECTIVE AND ENVIRONMENTALLY SOUND MARITIME TRANSPORTATION SYSTEM, BY EMPHASIZING THE ROLE OF PEOPLE IN PREVENTING CASUALTIES AND POLLUTION.” OUR STRATEGY INVOLVES HUMAN ERROR DETECTION, ASSESSMENT, AND PREVENTION TECHNIQUES SUCH AS ROOT CAUSE INVESTIGATION ANALYSIS. THE PRINCIPLES OF PTP ARE FIVE FOLD:

HONOR THE MARINER. SEEK AND RESPECT THE OPINION OF THOSE WHO DO THE WORK AFLOAT AND ASHORE.

- MAINTAIN BALANCE. APPLY COST EFFECTIVE SOLUTIONS TO SAFETY AND ENVIRONMENTAL ISSUES.
- SEEK NON-REGULATORY SOLUTIONS. ENCOURAGE AND EMPHASIZE INCENTIVES AND INNOVATION. RECOGNIZE AND SUPPORT THOSE WHO SEEK TO RISE AND REMAIN ABOVE THE MINIMUM LEVELS OF REGULATORY COMPLIANCE.
- TAKE A QUALITY APPROACH. SEEK A BETTER, AND MORE COST EFFECTIVE SOLUTION. ADVOCATE THE PRINCIPLE THAT PROCESS IMPROVEMENTS AND COST SAVINGS GO HAND IN HAND WITH SAFE OPERATIONS. –AND–
- SHARE COMMITMENT. PTP IS THE RESPONSIBILITY OF BOTH THE INDUSTRY AND THE GOVERNMENT.

WHAT ELSE IS IMPORTANT TO ADDRESS AS WE MOVE INTO THE FUTURE?

WE BELIEVE THE FUTURE IS BASED ON CONTINUING TO AGGRESSIVELY IMPLEMENT EXISTING INTERNATIONAL CONVENTIONS AND AGREEMENTS AND IN PARTNERING FOR IMPROVED QUALITY. THERE ARE GENERALLY ENOUGH INTERNATIONAL INSTRUMENTS TO DEAL WITH SAFETY AND ENVIRONMENTAL PROTECTION RISKS - IN EXISTENCE OR IN PROGRESS. WHAT IS NEEDED IS FULL AND COMPLETE IMPLEMENTATION BY FLAG STATES, FULL AND COMPLETE ASSUMPTION OF RESPONSIBILITY BY OWNERS AND FULL



RECOGNITION ON THE PART OF CHARTERERS, BROKERS, SHIPPERS, P&I AND OTHERS, THAT, IN THE LONG RUN, QUALITY PAYS.

PARTNERING FOR QUALITY BETWEEN FLAG AND PORT STATE ADMINISTRATIONS AND INDUSTRY IS ANOTHER KEY FACTOR.

THE U.S. HAS FORMAL QUALITY PARTNERSHIPS WITH NINE MARITIME INDUSTRY ORGANIZATIONS. THE PURPOSE OF THOSE PARTNERSHIPS IS TO WORK MORE CLOSELY TOGETHER AND IMPROVE MARITIME SAFETY AND PROTECTION OF THE ENVIRONMENT THROUGH NON-REGULATORY SOLUTIONS.

AS AN EXAMPLE, ONE OF THOSE PARTNERSHIPS IS WITH BIMCO AND WAS FORMALIZED LAST SEPTEMBER AT THE BIMCO EXECUTIVE COMMITTEE MEETING IN STOCKHOLM WHEN THEN BIMCO PRESIDENT RONALD BERGMAN OF NORDSTROM AND THULIN/ARGONAUT AND I SIGNED A PARTNERSHIP AGREEMENT.

AS PARTNERS, WE ARE ALREADY FORGING AHEAD – TOGETHER – ON THREE FRONTS TO PROMOTE VESSEL SAFETY AND TO PREVENT DAMAGE TO THE ENVIRONMENT. THEY ARE:

DEVELOPING A NEAR MISS REPORTING SYSTEM – NOW KNOWN AS THE INTERNATIONAL MARITIME INFORMATION SAFETY SYSTEM, OR IMISS.

- SMOOTH TRANSITION AND IMPLEMENTATION OF THE ISM CODE EFFECTIVE JULY 1, 2002 FOR FREIGHT VESSELS.
- AND, MOST RECENTLY, BALLAST WATER MANAGEMENT TO COMBAT AQUATIC NUISANCE SPECIES.

### IMISS

UNDER THE UMBRELLA OF RISK BASED DECISION-MAKING IS OUR DEVELOPMENT OF AN INTERNATIONAL MARITIME INFORMATION SAFETY SYSTEM (IMISS). MANY MORE NEAR-MISSES OCCUR THAN ACTUAL CASUALTIES AND THE INFORMATION FROM THOSE WILL HELP US BETTER ASSESS RISK AND BETTER FOCUS PREVENTION EFFORTS.

THE KEY TO THIS SYSTEM IS VOLUNTARY, CONFIDENTIAL REPORTING TO A NON-REGULATORY THIRD PARTY – A COMMERCIAL VENDOR - WHO WILL KEEP ONLY THE SAFETY ASPECTS OF THE REPORT AND DE-IDENTIFY ANY INFORMATION POINTING TO THE REPORTING SOURCE OR OTHER ENTITIES INVOLVED. THE DE-IDENTIFIED VERSION WILL BE ENTERED IN A DATABASE FOR ACCESS BY INDUSTRY, GOVERNMENT, AND OTHER MEMBERS OF THE MARITIME COMMUNITY.

THE RESULTING DATA WILL PROVIDE INDUSTRY STAKEHOLDERS WITH CRITICAL INFORMATION THAT THEY CAN INJECT INTO THEIR OPERATIONS TO PROACTIVELY COUNTER FACTORS THAT LEAD TO MARITIME CASUALTIES AND INJURIES.

THE CRUCIAL ASPECT OF THIS PROGRAM IS PROTECTION OF THE MARITIME INFORMATION SAFETY SYSTEM FROM BEING A VEHICLE FOR LITIGATION PURPOSES. WE HAVE SEVERAL COAST GUARD/INDUSTRY TEAMS WORKING ON THIS PROJECT TO DEAL WITH THE AREAS OF:

- VOLUNTARY, CONFIDENTIAL REPORTING,
- INCENTIVES AND REPORT PROTECTIONS FOR PARTICIPANTS
- DATABASE AND FORM DESIGN
- DATA ANALYSIS AND REPORTING
- AND SYSTEM DESIGN AND PLANNING

CURRENTLY, WE HAVE A SYSTEM BLUEPRINT THAT IS BROADLY ENDORSED BY PARTICIPATING INDUSTRY AND AN INDUSTRY-BASED STEERING SUBCOMMITTEE IN PLACE THAT IS TASKED TO DRIVE THE PROJECT THROUGH TO COMPLETION USING THE BLUEPRINT AS THE BASE DOCUMENT.

IF ALL GOES AS PLANNED WE ARE LOOKING TO FIELD A SYSTEM IN EARLY 2000.

LET ME SHIFT FOCUS TO ENVIRONMENTAL PROTECTION. WE BELIEVE QUALITY SHIPPING IS ALSO ENVIRONMENTALLY RESPONSIBLE SHIPPING.

ANS

AN ISSUE THAT IS BECOMING HIGHLY VISIBLE IN THE U.S., PARTICULARLY AMONG FEDERAL, STATE AND LOCAL GOVERNMENTS AND MARITIME INDUSTRY IS AQUATIC NUISANCE SPECIES – OR ANS.

AT OUR U.S. NATIONAL MARINE TRANSPORTATION SYSTEM CONFERENCE LAST FALL, IT WAS DEEMED TO BE THE PRINCIPLE ENVIRONMENTAL PROBLEM OF THE FUTURE.

WHAT ARE AQUATIC NUISANCE SPECIES? THE ZEBRA MUSSEL IS PROBABLY THE WIDEST KNOWN EXAMPLE. BUT THERE ARE MANY OTHERS.

NON INDIGENOUS SPECIES HAVE THE POTENTIAL TO DRAMATICALLY AFFECT FOOD SUPPLIES, ECONOMY, HEALTH AND OVERALL BIODIVERSITY.

THE PRACTICAL IMPLICATION OF THE PROBLEM IS IN DEALING WITH SHIP'S BALLAST WATER. THE BASIC NEED IS FOR THE EXCHANGE OF BALLAST WATER AT SEA TO ELIMINATE ANS BEFORE THEY HAVE THE OPPORTUNITY TO IMPACT OUR PORTS AND WATERWAYS.

CURRENTLY, THE ONLY MANDATORY BALLAST WATER EXCHANGE FOR VESSELS CALLING IN THE U.S. IS FOR THE GREAT LAKES AND HUDSON RIVER.

HOWEVER, THERE IS GROWING CONCERN THOUGH FOR THE REST OF THE US. THE NATIONAL INVASIVE SPECIES ACT OF 1996 TASKS THE COAST GUARD WITH PUBLISHING VOLUNTARY BALLAST WATER MANAGEMENT STANDARDS AND TO ANALYZE VOLUNTARY COMPLIANCE FOR A TWO AND ONE HALF YEAR PERIOD. WE WILL THEN DECIDE IF MANDATORY REQUIREMENTS ARE NECESSARY. THE REGULATIONS IMPLEMENTING THE VOLUNTARY PROGRAM WERE PUBLISHED IN MAY IN THE U.S. FEDERAL REGISTER.

THERE ARE THREE KEY ELEMENTS TO THESE REGULATIONS:

- FIRST, ALL VESSELS ENTERING U.S. WATERS AFTER HAVING OPERATED OUTSIDE OF THE U.S. EXCLUSIVE ECONOMIC ZONE ARE REQUIRED TO SUBMIT A BALLAST WATER MANAGEMENT REPORT – WHICH CAN BE DONE ON THE BALLAST WATER REPORTING FORM AGREED TO IN IMO RESOLUTION A.868(20).
- SECOND, THESE SAME VESSELS WILL BE ASKED TO CONDUCT A MID-OCEAN BALLAST WATER EXCHANGE PRIOR TO ENTERING;
- AND THIRD, ALL VESSELS OPERATING IN U.S. WATERS WILL BE ASKED TO TAKE A NUMBER OF VOLUNTARY OPERATIONAL PRECAUTIONS TO MINIMIZE THE UPTAKE AND RELEASE OF ANS. FOR THE MOST PART, THESE MIRROR THE IMO GUIDELINES.

THE ANS PROBLEM IS A GLOBAL DILEMMA REQUIRING INTERNATIONAL COOPERATION. IMO MEPC 43 WHICH MET 28 JUNE CONSIDERED FURTHER ACTION TOWARD AN INTERNATIONAL INSTRUMENT FOR BALLAST WATER MANAGEMENT.

WE ARE WORKING IN ALL OF THE VENUES THAT I MENTIONED - INTERNATIONAL, FEDERAL AND PARTNERING WITH INDUSTRY - AND ARE EXAMINING PROMISING BALLAST WATER MANAGEMENT ALTERNATIVES TO REPLACE MID-OCEAN EXCHANGE. INCLUDED IN THESE ARE FILTRATION, ULTRAVIOLET RADIATION, AND HEAT AND CHEMICAL TREATMENTS.

A SECOND AREA OF GROWING ENVIRONMENTAL CONCERN IS BUNKER OIL POLLUTION, ESPECIALLY FROM CARGO SHIPS AS THOSE VESSELS GROW IN SIZE AND BUNKER CAPACITY.

TANKER CARGO OIL POLLUTION IN THE U.S. HAS DRAMATICALLY DECREASED IN THE LAST 10 YEARS AND MOST RECENT LARGER SPILLS HAVE BEEN FROM CARGO SHIP BUNKERS.

AS THE TRANSITION TO DOUBLE HULL TANKERS CONTINUES TO DECREASE THE RISK OF CARGO OIL SPILLS, I EXPECT THERE WILL BE GREATER SCRUTINY OF THE POTENTIAL FOR BUNKER SPILLS AND ASSOCIATED NEED FOR PREVENTION AND RESPONSE MEASURES AS WE CONSIDER WHERE FUTURE RISKS MAY LIE.

“TRANSPARENCY”

LASTLY, THE SHARING OF DATA AND INFORMATION ABOUT SHIP QUALITY - THE SO-CALLED “TRANSPARENCY” OF VESSEL QUALITY - IS VITALLY IMPORTANT TO ENSURE THAT ALL STAKEHOLDERS KNOW WHO THE QUALITY SHIPS, OWNERS & OPERATORS ARE AND TO ENSURE ONLY THOSE “QUALITY” SHIPS ARE CARRYING CARGO.

IN THAT SPIRIT:

U.S. DETENTIONS FOR THE PAST YEAR ARE POSTED ON THE U.S. COAST GUARD’S PSC WEBSITE, [www.uscg.mil/hq/g-m/psc.psc.htm](http://www.uscg.mil/hq/g-m/psc.psc.htm)

A SECOND SOURCE OF VESSEL DATA IS THE PORT STATE CONTROL INFORMATION EXCHANGE (PSIX) WHICH IS LINKED TO THE PSC WEBSITE AND PROVIDES HISTORICAL INFORMATION ON USCG VESSEL EXAMS FROM OUR MSIS. THE DATA IS AVAILABLE TO ANYONE WHO WANTS TO COMPARE.

WE ARE WORKING WITH THE EUROPEAN UNION ON MUTUAL ACCESS TO THE EQUASIS SYSTEM AS A SINGLE POINT OF ACCESS TO THE MARITIME COMMUNITY FOR ALL RELEVANT INFORMATION CONCERNING THE QUALITY OF SHIPS. WE ARE LOOKING TO PROVIDE EQUASIS WITH PORT STATE CONTROL DETENTION AND INSPECTION DATA AS WELL AS PARTICIPATE IN THE EDITORIAL COMMITTEE RESPONSIBLE FOR THE CONTENT OF THE EQUASIS SYSTEM.

THERE ARE, OF COURSE, OTHER POSSIBILITIES.

### CONCLUSION

SO, IN CONCLUSION, WE IN THE U.S. SEE IMPROVEMENTS AND MUCH PROGRESS IN OUR MUTUAL EFFORTS TOWARD OUR INTERNATIONAL GOAL OF QUALITY SHIPPING. WE BELIEVE THAT FULL COMPLIANCE WITH EXISTING INTERNATIONAL INSTRUMENTS, COUPLED WITH DATA SHARING FOR “TRANSPARENCY”, RECOGNITION BY ALL PARTIES OF THE VALUE OF QUALITY SHIPPING, PTP, HUMAN ELEMENT, AND PARTNERING FOR QUALITY ARE OUR BEST INVESTMENTS IN THE FUTURE TO ULTIMATELY ENSURE THAT QUALITY SHIPPING IS A REALITY AS PREVALENT IN THE FUTURE AS THE DISCUSSIONS ABOUT IT ARE TODAY.



TO THE WORLD MARITIME UNIVERSITY CLASS OF 1999, I OFFER  
CONGRATULATIONS ON A JOB WELL DONE! I WISH YOU MUCH  
SUCCESS AS YOU PURSUE YOUR FUTURE. THE EDUCATION AND  
SOCIAL EXPERIENCE THAT YOU RECEIVED AT THE WMU HAVE  
PREPARED YOU VERY WELL TO BECOME LEADERS IN  
ENSURING THAT INTERNATIONAL MARITIME TRANSPORTATION  
IN THE NEXT MILLENNIUM WILL BE QUALITY BASED AND WILL  
BE CARRIED OUT IN A SAFE, ENVIRONMENTALLY RESPONSIBLE,  
SECURE, AND EFFICIENT MANNER TO THE CONTINUING  
BENEFIT OF MANKIND.

THANK YOU.